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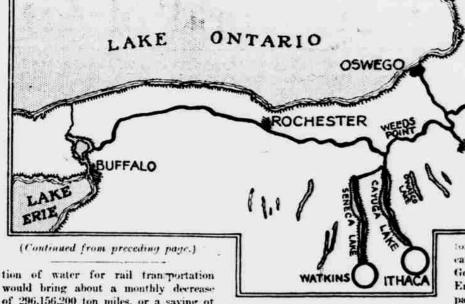
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of 296.156,200 ton miles, or a saving ot 2,073,093,400 ton miles during the season of canal navigation.

The movement of coal over the railroads into New York during the seven menths period of canal navigation is about 17,850,000 tons. The Cayuga and Seneca canals could move 12,376,000 tons, or almost 75 per cent. of this coal.

Utilization of the canals in addition to releasing the 18,000 cars a month would also release 180 locomotives every month. The withdrawal of 18,000 cars a month from coal traffic would free 850 miles of track a month for other freight.

It costs the railroads about 6.3 mills a mile to haul a ton of bituminous coal into this State. The canals can carry it for 2 mills a mile for each ton. The average cost of hauling anthracite coal in New York is 8.4 mills a ton for each mile. The canals can carry it at 2 mills per ton. The saving in transportation charges on bituminous and anthracite coal during the canal season, if the canals are fully utilized, would amount to \$11,000,000.

#### The Question of Boats.

Coal was once an important element in canal traffic. The New York State canals have carried as much as 1,500,000 tons in a season. The railroads got control of it. because the canals were not kept up, especially as regards terminal facilities. Despite the urgent needs of manufacturers the canals carried only 234,941 tons of coal last year, and practically none through the Cayuga and Seneca canals.

Although the State of New York has reconstructed the Erie Canal system it left to private enterprise the equipment of the canal with boats, assuming that the certainty of profitable rates would insure an adequate supply. The effect of the war, however, has been to make investment in canal boats less attractive to capital than other investments. Moreover, the national Government has take. a large portion of the lake fleets and other boats for its own uses. This would be equivalent to robbing the railroads of their rolling stock and then expecting them to meet the demands upon them.

I am using the Eric Canal to illustrate the general canal situation because the facts and figures regarding it are more readily available than for other canals and because it is typical in an all around way of all the canals. Although the Erie will soon be opened for traffic, it has no boats of the type that will be needed. These boats should be many times the size of the canal boats familiar to us in the tows that come down the Hudson River during the summer, and instead of being drawn by mules they will be propelled either by their own power or by large tug boats and will be capable of carrying from 1,000 to 3,000 tons.

## \$5,000,000 Asked.

It has been demonstrated that loaded barges can pass through the Champlain Canal, the improvement of which was completed last season, in thirty hours instead of three days, as formerly was the case. It is expected that suitably constructed barges can cover the distance between New York city and Buffalo in eighty-seven hours, or at the rate of 140 miles a day. The average movement of a loaded freight car, under normal conditions, is about 25 miles a day, and under present conditions it is usually very much less than that.

The Erie Canal system includes 440 miles of artificial waterways and 350 miles of lakes and rivers, or 790 miles in all.

The State and city authorities are urging the national Government to provide money for building a fleet of canal boats. Application has been made to the United States Shipping Board for an allotment of the funds at its disposal for this purpose, a specific request for \$5,000,000 having been made by State Engineer Williams

Map showing the canal system of New York State.

and Dock Commissioner Hulbert of this city. The investment of this amount in canal boats for the Eric Canal has been recommended by the engineers of the board, but so far no action has been

Commissioner Hulbert heard that \$3,-360,000 had been appropriated by the Shipping Board for the construction of a fleet of boats to be operated on the Mississippi River. He wrote to Washington to find out about it and received a reply from Col. C. Keller, United States Engineer, who is on duty with the Committee on Inland Water Transportation of the Council of National Defence, as

"In reply to your inquiry of February 6, I wish to say that you have been correctly informed as to the allotment of \$3,360,000 by the Shipping Board for building four steamboats and twenty-four barges for the Upper Mississippi River. The terms under which these boats are to be operated are not yet definitely fixed. It is expected, however, that they will be leased to an operating company, under a contract that will contemplate payment of all overhead charges at a rensonable amount for the repair and upkeep of the barges and interest upon the investment of the United States. Our committee some time since recommended similar provision for the New York State Barge Canal, but nothing has been done in respect to it."

## A National Need.

In pointing out to the New York Legislature the need for a canal boat fleet Gen. Wotherspoon shows that the fullest possible use of the canals is absolutely essential to the national welfare. He calls attention to the fact that the railroads are entirely inadequate, one of the lines paralleling the canal having issued no less than 1,600 embargoes during recent months. He shows that the roads have hauled 20 per cent, more traffic last year than was hauled during a similar period of previous years and that they have had only 2 per cent, more cars and 1 per cent. more locomotives to do it with. They have reached the limit of their capacity.

It is said that 100 pounds of freight must be landed on the other side every day for every soldier that we send abroad. This means that if we have 1,000,000 men in Europe we must deliver every day 100,000,000 pounds of freight, or 50,000

tons, which will require 1,000 railroad cars a day to haul it to the scaboard. Gen. Wotherspoon says that the use of the Erie Canal alone would augment the eapacity of the railroads by about 25 per

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Congress has recognized the necessity for using the canals. It made it possible for Secretary McAdoo to be appointed Director-General of the railroads in order that the several systems of transportation might be unified, coordinated and operated for the national welfare. The Interstate Commerce Commission already, has power of complete coordination of traffic between water transportation lines and the railroads and a prorating of the traffic as to through rates between them.

### The State Gets Busy.

The Federal Government is able to obtain materials, labor and capital where others cannot get these necessities for the building of a canal fleet. The existing shipbuilding plants are already filled with orders, a fact that makes private construction of a canal fleet almost impossible. These and other pertinent facts are being urged upon Secretary McAdoo and the other Federal authorities.

Meanwhile the State of New York is moving to provide at least a certain number of boats so that its canal system shall not remain absolutely idle. A bill has been introduced by Senator Henry M. Sage of Albany, chairman of the Finance Conmittee of the Senate, authorizing the State to invest \$2,000,000 in one or more corporations for building and operating canal boats.

In explaining the purpose of this measure Senator Sage frankly told the Senate that it was a war measure and that he did not expect the State ever to get the money back. He said that it was intended to be used by the Canal Board for construction, equipment and operation of hoats, in order that the danger of another coal and food shortage may be alleviated.

Attention is not wholly centred, even in New York State, upon the Eric Canal system. The Merchants Association and the Chamber of Commerce are both urging the Federal Government to make a survey of the abandoned Delaware and Hudson Canal, which extends from Honesdale, Pa., to Rondout, N. Y., connecting the anthracite coal fields of northeastern Pennsylvania with the Hudson River, with a view of ascertaining whether it cannot be improved and utilized for bringing coal. A similar survey of other waterways is being advocated.

An effort is being made to induce the Federal Government to build a canal from Lake Erie across the Peninsula of Michigan through northern Ohio and Indiana

Another project contemplates the building of a canal from Pittsburg, Pa., to Lake Erie, a distance of 100 miles.

These two waterways if built would connect the Erie Canal system and the Atlantic scaboard by water with the bituminous coal fields of western Pennsylvania and Illinois, to say nothing of the routes which they would open for transportation of other commodities. A similar result would follow the construction of a proposed canal from Pittsburg to the Ohio River. This would give access down the Ohio to the Mississippi and the Gulf.

A plan is being advocated for an enlarged canal from Lake Michigan to the Mississippi River along the line of the Chicago Drainage Canal.

## An Inland Waterway.

Another canal project which has attracted much attention contemplates the building of a waterway for large vessels from Boston to Chesapeake Bay. This provides a route through the Cape Cod Canal, Long Island Sound and Hell Gate into New York harbor. The existing canal from Newark Bay to the Delaware River at Trenton would be enlarged, and the route would follow the course of the Delaware River to Wilmington and thence across northern Delaware into Maryland at the outlet of the Susquehanna River into Chesapeake Bay.

Not only are the fullest possible utilizetion of existing canais and their greatest possible extens measures, but they are also essential for commercial uses after the war.

The objection is frequently made to improvements that cannot be finished inside of a year that it would be useless to undertake them because "the war will be over before they can be completed." Nobody knows when the war will be over. Furthermore, the United States, or at least the more settled portions of it, must follow the example of the older nations in Europe by utilizing its waterway; after the war.

The breakdown of the railroad service began to be felt before the United States entered the war. It is not a result of our participation in the struggle. The truth is that east of the Mississippi River the railroads cannot meet commercial needs for transportation. How short sighted it is to depend upon this single means of transportation has recently been demonstrated twice; first, when the railroad brotherhoods threatened to tie up the roads in 1916, and again when the necessity for moving war freight paralyzed them. It is true that the canals. at least in the North, cannot be operated during the four or five months of extreme cold weather, but they will be able to perform an inealculable service to the community during their season of operationadas ledistates ed sech a se sacrifi

# Irish Prisoner Balks German Captors

MANY of us remember the story of the man who threw his wife into the pend to end the argument, only to see her fingers above the surface of the water at the last moment imitating the action she could no longer shout, "Scissors!" Something much like it happened in Flanders not long ago.

Mike had been captured and was being marched to the rear, regaling himself by the way in informing every German who could understand English that although he was now out of the war for good he was proud of the part he had taken, "'Cause why?" he would explain, "We Tommies certainly did give you hell at Wipers."

After this had been repeated at intervals for two hours, it got to the ears of the commanding officer, who ordered Mike brought before him and demanded why he persisted in insulting the German army, to which Mike replied that he had no intention of insulting any one, but that the Herr General must admit that "We Tommies certainly did give you hell at

Upon being informed that if he per-

sisted in that vein he would be shot, Mike admitted that he did not care for such an inglorious end, but he had done his bit and done it well, "'Cause you must admit, General, that we Tommies did certainly give you hell at Wipers."

It did not take long to organize a drumhead court-martial and call out the firing squad, but as Mike was of jovial soul the General offered him a last chance. "Swear allegiance to the Kaiser and cut out your boasting about what you have done and you shall not be shot."

Mike calmly replied that there was nothing doing, but a bright idea seems to have occurred to him just as the guns were levelled, and he held up his hand. "I'll swear," he shouted. "Don't shoot."

In less than an hour he took the oath of allegiance to the Kaiser and sat down at the table with the soldiers, a stein of beer and a plate of Frankfurters in front of him. Slapping his neighbor on the back he stood up, glass in hand:

"Well, we're all Germans together now boys, and I'm with you. I'm proud of you. We're going to do some stiff work together, boys, but say them Tommies certamly did give us hell at Wipers."